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THE HONGKONG DISPENSARY.

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The Daily Press.

HONGKONG OFFICE: 11, DES VOGES ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 2nd May, 1913.

Before we can appreciate the value of the formal denial given in St. Petersburg to the reports current in Europe as to the demands which Russia is reported to have made on the Chinese Government respecting Manchuria, it is necessary to know precisely what these demands are alleged to be. It is impossible to believe that all the circumstantial reports which have emanated from Peking of Russian intrigues and demands aiming at a virtual annexation of Manchuria can be entirely without foundation. It recalls a somewhat similar situation which arose early in the year 1901 when reports appeared in the press asserting that Russia had concluded, or was engaged in concluding with China, a Convention or permanent arrangement which would give Russia new rights and a virtual Protectorate in Southern Manchuria. Count LAMSONOFF at that time, when informing the British Minister at St. Petersburg that these reports were "quite untrue" explained that the rumours possibly arose from the fact that the Russian Military Authorities in the province had been instructed to arrange with the local civil authorities the terms of a *modus vivendi* between them for the duration of the simultaneous presence of Russian and Chinese authorities in Southern Manchuria, the object being to prevent the recurrence of disturbances in the vicinity of the Russian frontier and to protect the railway from the Russian frontier to Port Arthur. In view of the denial given at St. Petersburg to the reports now current we can only conclude that they originate in similar attempts which the Russian military authorities are now making to arrange a *modus vivendi*,

the details of which are not yet officially known at St. Petersburg. At the time of this conversation which Sir C. Scott had with Count LAMSONOFF the latter said that when it came to the final and complete evacuation of Manchuria the Russian Government would be obliged to obtain from the Central Government of China an effective guarantee against the recurrence of attacks on her frontier and the destruction of her railway, but there was no intention of seeking this guarantee in any acquisition of territory or of an actual or virtual Protectorate over Manchuria, the object being to simply guarantee the faithful observance in the future by China of the terms of the Agreement, which she had been unable to fulfil during the disturbances. Article III in the Manchurian Convention of last year, we may mention, provides that the Governments of Russia and China shall undertake to instruct the Russian Military authorities and the *Deputations* to make an arrangement to fix the number and determine the stations of the Chinese troops in Manchuria, as well as the Russian troops which have not been withdrawn, and other arrangements of a similar nature. Apparently these are the negotiations which have created the present stir and it is by no means improbable that the Russian negotiators have gone much further in their demands than the Government at St. Petersburg, in view of their explicit assurances to the Powers, are prepared for the present to go.

The denial from St. Petersburg must be accepted for what it may be worth. Unhappily many previous declarations of a similar character at St. Petersburg have proved not to be worth much, and in view of what Russia has accomplished in the province we find a difficulty in coming to any other conclusion than that Manchuria is destined to remain under the virtual if not the actual protection of Russia for a very long time to come.

For trespassing in Murray Barracks, an unemployed coolie was fined \$5 or 14 days at the Police Court yesterday.

The Rifle Association shoot today will be for short-range cup and spoons, commencing at 2.30 p.m.; ranges 200, 300 and 600 yards.

During the 24 hours ended at noon yesterday 18 cases of plague were reported. Six had been found dumped. The year's total now amounts to 431.

Chan Wo, a coolie who attempted to commit suicide in the harbour a few days ago from a launch, and who was picked up by the occupants of a sampan, was liberated from police custody at the Magistracy yesterday.

Mr. L. M. McLaughlin, the ex-honorary treasurer of the St. Andrew's Society at Shanghai, has been presented with a handsome Chinese silver punch bowl and six flower vases subscribed for by over 300 members of the society.

Yesterday's mail brings news of a fire in Montebell's Bond, situated in Kent and Windmill streets, Miller's Point, in the Rocks Resumption area, Sydney, which wrought destruction to the extent of £100,000.

Lord Avebury, at a meeting of the Empire League, suggested the formation of a Colonial Council to advise the Secretary of State for Foreign Affairs, ultimately perhaps dealing with all legislation affecting the whole Empire.

It is announced that the partnership hitherto existing between K. W. Nounay and G. K. Hall Brutton, carrying on business as solicitors under the style of Mounsey & Brutton, is dissolved as from 1st ultimo. The business will be carried on by Mr. Hall Brutton alone under the style of Geo. K. Hall Brutton.

A sad accident occurred at the Kintoyan Wharf, Shanghai, on Saturday night. As Mr. C. F. Miles, the second officer, was returning to his ship, the C. M. S. Irene, late in the evening, he missed his footing walking up the gangway and fell into the river. He disappeared beneath the water and the body was not recovered until 7 a.m. on Sunday.

By permission of Major Radcliff and officers, the band of the 33rd Burma Infantry will play at the Hongkong Hotel this evening, from 8 to 9.30. The programme is as follows:—

- March—"March des Maitres d'Armes," Gauvain Overture, "Nell Gwyn," German Selection, "Three Little Maids," Rubens Song, "The Holy City," Adams Selection, "The Shop Girl," Caroll Valse, "Valse Bleue," Margis Serenade, "Love in Idleness," Macbeth "God Save the King."

At the Thirteenth Annual Convocation of the District Grand Royal Arch Chapter of Hongkong and South China, M.E. Companion L. Mallory presided, and invested the following Officers:—Third Grand Principal, J. Bryant; Scribe, E. A. O'D. Gourd; Scribe N., D. Macdonald; President B. of G.P., W. L. Ford; Treasurer, F. W. Edwards; Registrar, G. Piercy, jr.; Sojourner, H. J. Watson; First Assist. Sojourner, E. T. Bond; Second Assist. Sojourner, W. H. Wickham; Sword Bearer, W. J. Tuloher; Standard Bearer, B. C. Edwards; G. G. Barnett, J. J. Bryant; and A. H. Heyland; Director of Ceremonies, A. H. Botenheimer; Dep. Director of Ceremonies, B. B. Harker; Assist. Director of Ceremonies, H. W. Wolfe; Organist, C. W. Longuet; Janitor, J. Yastone; Unofficial Members, M.E. Comp., G. J. W. King; M.E. Comp., G. L. Tomlin.

"A Visitor" writes to point out that a smart young Chinaman might make a fortune for himself as a shoeblack if he would establish himself somewhere near the Clock Tower.

Manila papers report the death from plague of Mr. Albert Sadler. The deceased was connected with the civil laboratory. This is the second American who has died of plague within a week.

News has reached Japan of the death of Captain J. S. Thompson of the N.Y.K. *Kawachi Maru* shortly due here from London. Capt. Thompson died during the passage through the Red Sea.

The takings of the Indian Circus at their opening performance in Shanghai amounted to \$1,980. Upwards of 1,500 persons had to be turned away. The seating accommodation provided was for 3,500 people.

Golf is by no means a modern game. At a recent sale of rare books in London, one is stated to have contained a miniature depicting a game of golf with metal-headed clubs at the time of the presentation of Jesus at the Temple.

Two reconnoissances, commanded respectively by Colonel Plunkett and Colonel Cobbe, had sharp engagements with the Mullah's forces near Walwal on the 3rd and 5th April. They killed forty of the enemy and captured 2,100 camels and 11,000 sheep.

The U. S. transport *Sheridan* brought out to the Philippines 650 sacks of mail, 739 enlisted men of the 18th Infantry and 244 men of the 13th Cavalry, with eight cannons. Brigadier-General G. M. Randall and wife were among the passengers.

In re the *Zafiro* mystery, a correspondent suggests: "Why not ask the seven fellow who were present in Court on both days of the hearing, to solve the mystery?" Ladies are said to be the most pluckiest, but perhaps trustworthy, solvers of problems!

A New York telegram reports that Mr. W. K. Vandebilt, father of the Duchess of Marlborough, was married in London on the 24th ult. to Mrs. Rutherford. His first wife, who secured a divorce from him some years ago, recently married Mr. O. H. P. Belmont.

The town of Marikina (Philippine Islands) has been laid waste by a disastrous conflagration. Over fifteen hundred houses were destroyed, says the *Cebuensis*, and about six thousand people are homeless and living upon the fields in the open air. Several persons are known to have lost their lives, their charred remains having been discovered after the fire was over.

The Superintendent of the Alice Memorial and Netherland Hospitals begs to acknowledge with thanks the following donations to the Building Fund of the Maturity Hospital:—

Chau Tung Shung	...	\$300
Lo Kuen Ting	...	200
Yau Wo Co.	...	200
Sing Wo Co.	...	200
Benjamin, Kelly and Potts	...	150
Chan Chik Yau	...	150
Mrs. Wu Y. Fong	...	100
Chan Lau Hin	...	100
Pan Man Hing	...	100
Wai On	...	100
Wing Sin Cho	...	100
Ng Pak To	...	100
Chong Sam Wao	...	100
Tse Tze Ki	...	100
Ho Wing Shiu	...	50
Fung Wa Chun	...	50
Tse Tze Koon	...	50
Ng Ping Sam	...	50
Wong Chung Kai	...	50
On Tung Chan	...	25
Chan Pak Shun	...	25
Lau Chu Pak	...	25

The figures and table given in the valuable report of the Naval Reserves Committee show that to an active force of a little over 12,000 men in 1901, the British Navy possessed reserves aggregating only 33,000 men. It would have been most valuable, says a London journal, had full details of the foreign reserves been included in these tables, as they would have shown strikingly one of the most serious weaknesses of our fleet—a weakness which, fortunately, is now in some degree to be remedied by the introduction of short service. With a total on the active list of 33,500, Germany has 110,000 trained men in reserve, and can man her whole fleet twice or three times over. France has reserves of over 120,000 men behind her 33,000 on the active list, and Russia at least as many. Some of these trained reserves are called out annually and kept up to date in their knowledge, but unless this can be done, and it cannot for financial and trade interests be carried out throughout the whole totals, it is clear that there must be a considerable number of men in those reserves whose immediate value for war is but small. It is doubtful whether the recommendations of the British Committee will give so large a reserve as England requires, but at any rate progress will have been made in the right direction.

THE FAMINE IN KWANGSI.

THE RELIEF MEASURES.
 The Hon. Gershom Stewart, the Hon. Secretary of the local Relief Committee, informs us that a further telegram has been received from Mr. Clement asking for relief to be sent to the Kweichow district, which probably will need about 500 piculs of food weekly until the harvest at the end of July. This is in addition to 150 piculs which was dispatched on Thursday night to Wuchow for the Tamschow district.
 Mr. Clement has gone on to Nanking.
 The local Chinese subscriptions amount to \$15,000. Arrangements have now been made for the circulation of the foreign subscription lists.

TELEGRAMS.

REUTERS' SERVICE.

RUSSIA IN MANCHURIA.

"A PURE INVENTION."

LONDON, 29th April.

In the absence of official statements, it is believed at Washington that Russia's demands on China are only tentative and that an eventual reduction of them is fully contemplated by Russia.

LATER.

It is formally declared in St. Petersburg that the Russian demands on China are a pure invention. This repudiation is regarded as the outcome of the vigorous protests of the interested Powers to St. Petersburg, but no doubt exists as to the authenticity of the demands.

Lord Cranborne in answer to a question in the House said that the Russian demands on Manchuria were engaging the earnest attention of the Government.

THE KING'S VISIT TO THE POPE.

LONDON, 29th April.

The King's visit to the Pope was marked by all the ancient splendour of the Vatican; the visit lasted half an hour.

RESULT OF THE TWO THOUSAND GUINEAS.

LONDON, 29th April.

1	...	Rockland.
2	...	Florence.
3	...	Rabbits.

CORRESPONDENCE.

TRAVELLING INCONVENIENCES IN KOWLOON.

TO THE EDITOR OF "THE DAILY PRESS."

Hongkong, 1st May.

SIR,—Some little time ago I read in your columns a letter from a correspondent who complained about the lack of completeness in the fittings of rickshas in Kowloon. I did not give the matter a second thought at the time, but I now wish to lend my support to the position taken up by your correspondent. I was one of many arriving at Kowloon by the ferry about nine o'clock this morning. It was raining—on of those nasty drizzles that Scotland is blamed for inventing—and at the ferry not a single ricksha was to be seen. Several ladies amongst the passengers had perforce to walk the muddy streets until they secured vehicles. I was in a similar plight, and when I eventually got into a ricksha I found there was no leather apron for protection against the elements, the result being that at the end of my journey I was just as wet as though I had traversed the streets in the rain. Now, why cannot the authorities exercise more efficient supervision over the rickshas in Kowloon? If the police inspector at Tsimshatsui Station were instructed to look after them, I am sure the grievance indicated would cease to exist and travellers in Kowloon pursue their avocations with some degree of comfort. Thanking you in anticipation, Yours, etc.,

VOYAGEUR.

ANTI-FOREIGN DISTURBANCE ON THE NORTH RIVER.

A Canton correspondent writes: "News has reached here that the Chinese in the neighbourhood of Yunnan, on the route of the Canton-Hankow railway, have taken up an attitude of hostility to the railway and some apprehension is felt for the safety of an American surveying party who are at work in that district. Preparations are being made for the prompt dispatch of the U.S. gunboat *Callao* and possibly some others."

We understand that private information reached Hongkong last night of the safety of the surveying party.

THE MAJESTY OF THE LAW.

He was a Sikh constable, curly of whisker and large of foot, and his bearing as he slowly pursued an undeviating course down the middle of Wellington Street was the embodiment of solemn dignity. Presently the sound of shouting reached his ears, and "Sahib," placing his feet at a convenient angle, turned his turbaned head to ascertain the cause of this unseasonable interruption of his day-dreams. He saw a quartette of coolies in charge of a heavily laden truck piloting their difficult way down the hill street, and exerting themselves to the utmost to prevent the unwieldy vehicle from getting beyond control. They wanted the middle of the road for the purpose, but so did "Sahib," and as he once more turned his head and resumed the even tenor of his way, moving neither to one side nor the other, the four sweating coolies had to manoeuvre their truck as best they could past this uniformed "warning to trespassers," who fingered the pocket where his note-book lay in a manner suggestive of his readiness to visit swift retribution upon them should they fail in the task he had set for them. They accomplished it without mishap, fortunately, and extracted what satisfaction was obtainable from the muttered remarks they addressed to the dusky guardian of the peace. And so was vindicated the majesty of the law.

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of Japan* arrived at Nagasaki at 8 p.m. on the 30th inst., and left again at 1 p.m. on the 1st inst. for Shanghai, where she is due to arrive at 5 a.m. to-morrow.
 The M.M. steamer *Salasia*, with the next French mail, will leave Saigon on the 2nd inst. at 6 a.m., for this port.
 The steamer *Empress* left Manila on the 30th ult., a.m., and is due here to-day, p.m.

SUPREME COURT.

Friday, 1st May.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR HENRY S. BERRILL (ACTING CHIEF JUSTICE).

THE "ZAFIRO" MYSTERY.

The hearing was resumed of the case in which the Man Loong and the China and Manila Steamship Company for damages in connection with the alleged theft of \$5,000 gold from the defendants' steamship *Zafiro* in September last.

Mr. E. H. Sharp, K.C., and Mr. M. W. Slade, barristers-at-law (instructed by Mr. F. Paget Hott of Messrs. Mounsey and Brutton, solicitors), are for the plaintiffs and Mr. H. B. Pollock, K.C., and Mr. T. Morgan Phillips, barristers-at-law (instructed by Mr. J. Hastings of Messrs. Deacon & Hastings, solicitors), for the defendants.

The special jury is as follows:—Messrs. J. W. Bolles, A. S. Hooper, J. Leiria, A. Turner, G. Mayer, F. H. A. Fuels and F. D. Goddard. Foreman, Mr. Hooper.

Mr. Slade stated that Mr. Sharp was unable to be in attendance owing to an attack of fever.

Chan Chik Wan the proprietor of the Man Loong firm, was again put into the witness-box and his examination-in-chief was resumed by Mr. Slade. The amount of goods sent from Hongkong to the Manila firm from March of last year till the end of the year was about \$250,000, and this year \$100,000. These transactions appeared in the books. The goods were shipped through three different firms, mostly Shewan, Tomes & Co. Last year the amount of goods shipped to his Formosa branch was \$150,000 and this year \$80,000 or \$90,000. In July last year he commenced a correspondence with his Manila branch with reference to U.S. Government contracts.

Regarding these Government contracts he received information about them only from the Manila firm. Somebody came back from Manila also with information concerning the matter. In consequence of this correspondence he determined to go into business and decided to send money to Manila. He sent \$36,000 U.S. currency on 12th September last. It was put into a box and the box was taken on board the *Zafiro*. Before the money was put into the box he counted it. It amounted to \$39,500 in U.S. banknotes and 500 U.S. silver dollars.

His manager assisted him in counting the money. The silver dollars were packed in 20 rolls. These dollars were in rolls when he brought them out and he did not count them again. The box was fastened up with nails. There was some writing put on with a stencil and then four seals were put on and impressions made upon them with a seal. He had the seal. (Seal produced and identified.) He went on board when the box was shipped. His manager went with him and carried the box. The manager did not go on board the steamer. The sampan man carried the box from the sampan on to the steamer. Witness went on board also. He saw two officers there and handed the shipping order to one of them. This was the order he had filled up himself. When he handed over the order the officer looked at it and then went into a room and came out with a key. Then he went down below. Witness and the boatman went with him. The officer opened the money room with the key. After opening the room the officer examined the seals of the box and used the expression, "All right." The box was put into the room and the officer locked the door. They then went on the upper deck and into the saloon where the officer signed the shipping order and gave it to witness. Witness went ashore and went back to the shop and sent the shipping order to Shewan, Tomes & Co. by his fohi to get the bill of lading in exchange. The fohi brought back the bill of lading. The freight was paid on the same day. It was paid after he got the bill of lading.

The bill of lading having been produced, Mr. Slade stated that it was stamped "Shewan, Tomes & Co." with the words "per G. Moffatt" below.

His Lordship said that if an action was brought against a captain on a bill of lading and the captain had signed the bill of lading it was conclusive and he could not dispute it except in the case of fraud. On the other hand if an action was brought against a shipowner on a bill of lading signed by the master it was not conclusive against them and although it was *prima facie* a receipt they were entitled to show if possible that they did not receive it.

He took it that the signature by Moffatt on behalf of the owners would be covered by the same principle that covered the case of the signature by the captain.

Mr. Slade said he thought otherwise but was of opinion that that point did not arise in the case.

Examination continued.—Hearings of special freight on the value of the box two days before the shipment. He paid the rate and also insured the box with the P.O. for \$150,000, in respect of which he paid \$240, and \$145 for freight. He insured all his goods sent to Manila. Some days after the 12th he received a telegram stating that the box had been lost. He went to Shewan & Tomes' office on the 16th, saw the commodore, Fung Wa Chun, and enquired how the box was lost. He saw Fung Wa Chun again in his own shop the next day. Fung Wa Chun came with an Englishman, who, Fung Wa Chun said, was the shipping clerk of his boat.

Mr. Slade.—Did you know the Englishman?

Witness (pointing to Mr. J. Hastings).—Yes; that is he. (Laughter.) He knew the man to be Mr. John Hastings as he had been to his office before. Fung Wa Chun asked him all about the money. The conversation was carried on both in Chinese and English. When they questioned him about the money

he made some false replies and some true. He made the false statements because the solicitor was present and he was afraid the solicitor might try to fish some things out of him, and he did not know what the solicitor was going to do. Fung Wa Chun said when he came into his ship that he came down to enquire "about that matter." The statements witness made that were not true included the statement that the seal was lost. He said so because the solicitor was present. He did not know what their object was. If he had said he had the seal Mr. Hastings might have asked for it, taken it away and perhaps manufactured a false box and put a seal on it.

Mr. Slade.—Why did you think that?

Witness.—Well he is 'cute, he is a lawyer. (Laughter.) He knew Mr. Hastings was not a shipping clerk but did not like to disclose the fact that he knew it. The seal was kept in a drawer under the scales. Since the loss he had kept it in the safe.

Mr. Slade.—Have any of your books been stolen recently?

Witness.—Yes.

Mr. Morgan Phillips.—I hope there are no further suggestions against Mr. Hastings. (Laughter.)

Mr. Slade.—No; I don't think so.

Examination resumed.—The books stolen were account books. He discovered their loss only about two weeks ago. He recovered three. One of these was the testimonial book. His nephew brought it back to him. This nephew was called Chan Po; he had a brother who was a partner in the Fook Shing Loong in which Fung Wa Chun was a partner. This second nephew's name was Chan Kai. There might have been other inaccurate statements which he did not remember having made to Fung Wa Chun and Mr. Hastings. They asked to look in the safe and looked at his books.

Cross-examined by Mr. Morgan Phillips.—The book he showed Mr. Hastings and Fung Wa Chun was a new book with writing on the outside. It was a cash-book. There was one entry in it about this money. The two gentlemen did not ask him to show them his business books but simply to see the book containing the entry about the shipment of the box. This book having been produced, the entry was read by the interpreter Mr. Li Hoang Xi, who said that it was on the 4th venth page from the end. The entry referred to \$50,000 in U.S. notes and silver having been despatched.

Cross-examination continued.—There was no entry in any of his other books relating to these American notes. He received them from time to time during the Spanish War and had them all at the termination of the war.

Can you produce balance-sheets of your business for 1898 and every year up to the present time?—I left the matter entirely to my Chinese clerk and I do not know whether he made up a balance-sheet each year.

Do not you make up a balance sheet every year?—No; there is no need as I am the sole owner.

His Lordship.—Until he becomes bankrupt, I suppose, and then the Official Receiver has to make up a statement.

Cross-examination continued.—The only way he knew the position of his business was by counting his cash at the end of each year. Chan Po was his partner but he left the matter entirely in witness's discretion. When witness said he was sole owner he meant that his partner left the whole matter to his own discretion. Chan Po owned about one-fourth of the business. Chan Po made no complaint about his method of conducting the firm. No one else had an interest in the business. Witness's brother, who was a partner before his death, owned one-fourth. He had no books to show the capital in the firm to-day. He had no money deposited in banks here. He had no deposits in September last year when he sent this money to Manila. He never had kept a banking account. He did not remember the date when he last supplied U.S. men-of-war with goods above the value of \$50.

He had no entries in his books; he did not make entries. It was one or two years ago so far as he remembered. He had given up the business of supplying U.S. men-of-war as he found it was not paying; that was about two years ago. When an American man-of-war came here now he made an offer for the supply of goods but if his prices were too high of course he did not get the contract. A man called L. Charles had now the supplying of the U.S. ships here.

By the Court.—He had stopped supplying the American Navy when he sent this money to Manila.

Cross-examination continued.—When he was paid for goods supplied to the U.S. Navy he was paid in U.S. banknotes. Some small payments were made in Mexican currency. It was the practice of the U.S. Navy up to the time he ceased to supply them to pay him in U.S. currency. Chan Po was his partner in all his business. There were no profits being divided, but whatever sum Chan Po asked for he got it. The largest sum he paid him was between \$20,000 and \$30,000 in one year; that was during the war. Since then he had paid Chan Po not so much; about \$1,000 a year. There was no entry made of money drawn by his partner. As to the profits he had made of recent years, he had to buy goods and send them away. Chan Po had a shareholder and could get what money he asked for. He had not had more than \$1,000 for the last four or five years, but he could have had more if he asked for it. His profits on his transactions to the extent of \$130,000 gold with the U.S. Navy were very considerable. There were no books showing what became of the profits. These profits were spent in buying goods.

By the Court.—He could produce books showing money paid out for goods received.

Cross-examination resumed.—He was not in debt now; he had plenty of money.

The Court adjourned from one till two o'clock.

Cross-examination of 12th September the packing was done had kept notes in a room where the manager was not the out of the safe; he was up and the latter of them in the box. Some newspapers he could not see. He saw the note *Zafiro* the sampan. There was a covering he told the sampan scale. He did not see but put one hand up the top. When the room the box was into the room. He examining the scale of the room. After officer did not see \$50,000 into a box officer there. He examining the box. Do you deny the you managed to side?—Yes. He is the officer, and to banknotes. The of present this to me your name and (Laughter.) Only strong-room with the shipping order tained \$50 in silver he had to pay the he picked \$40,500 had some notes left. He had no silver dollars. U.S. notes he had family house the to his wife; he did had the notes still the notes. When Mr. Fung Wa Chun told Mr. Hastings notes, but the state Why did you tell his first; the shipping clerk and He knew Mr. Han Chan told him Mr. not say anything. Fung Wa Chun did not tell them because they were Hastings did a shipping clerk. him at first that witness would. The money sent nection with a o negotiation to su in the nature of contract was not reason he did had got the o money was the when tendering of the notes and some in his \$38,000 and in the had the \$50,000 movement of the it was sent to notes when the he had more the session. When \$50,000 left, at private house, last he transfer business; there respect of the house were pro His wife knew and so did Fung house were in them in an iron her cabinets. T not taken. "I witness added. have taken the matter how m he did not put interest on it w increasing ev might so much His Lordship Mr. Morgan Chinese banks Mr. Slade— his enticing a say the perco these banks. Mr. Morgan September M. Chan came a statement to down in writi Witness—Y Mr. Morgan mont in Eng read it out in "I am a comprador. Manila by the States currency notes, and \$5 This was in ing was in is now lost. I lost it out of with some of the ship. He gave it to mate. He examined the right. I gave then he gave Kee Cheon silver in his goods to

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[117] and are wanted. Fewweeks are offering at \$50. Steam Waterboats have improved to \$13 with sales. Campbell, Moores have declined to \$10 sellers. Bell's Asbestos have improved to \$31 buyers, and United Asbestos to \$9 buyers. China. Providents have sold at \$165 and \$9.75 and are in further request at the higher rate. Watkins have declined to \$72 sellers.

FLOATING DRYDOCK FOR CAVITE.

Bids have been opened at the Navy Department in Washington for the construction of a large steel floating drydock for the Cavite Naval Station. The Maryland Steel Company, of Maryland, was the lowest bidder and will probably get the contract. This dock is to be the largest of its kind in the world says a Manila paper.

The Maryland company bid \$1,035,000 for the Philippines dock complete. The other bidders were the United States Shipbuilding Company of Jersey City, \$1,443,000, and the Chaussee N. Dutten Company of New York, \$1,100,000.

The big dock will be an open-hearth steel structure, so designed as to be readily self-docking without the aid of divers or auxiliary machinery and capable of being towed from place to place without auxiliary bracing. Its length will be not less than 500 feet over all and it will have a clear width between its fenders of not less than 100 feet. The decks of side walls will not have less than 8 feet of clear height above the water, with 30 feet draught over 4-foot keel blocks. The dock will have a lifting capacity of not less than 16,000 tons, uniformly distributed over its entire length, with the main deck not less than two feet above the water and without less than one foot of water in the compartments. No part of the dock or its connections will have a stress of more than 10,000 pounds per square inch under the specified loads or of 15,000 pounds per square inch in self-docking. The appropriation now available for the construction of this dock is \$1,225,000.



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VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are in Section 1, nearest Hongkong, and those vessels berthed at the Kowloon Wharf, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blakely Pier.
3. From Blakely Pier to Naval Yard.
4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL.	COROWANDEE	Brit. str.	2 m.	F. J. Fox	P. & O. S. N. Co.	On 8th inst. at Noon.
LONDON & ANTWERP, via SINGAPORE &c.	SHANGHAI	Brit. str.	2 m.	E. Spicer R.M.E.	P. & O. S. N. Co.	On 13th inst. at Noon.
LONDON	PATRICIOUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
LIVERPOOL, via GENOA	CALCHAS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 4th June.
LIVERPOOL, via GENOA	AGAMEMNON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 17th inst.
MAARSEILLES, LONDON & ANTWERP	HYDRA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th June.
MAARSEILLES, LONDON & ANTWERP	YARIS	Brit. str.	2 m.	Negro	MESSAGERIES MARITIMES	On 5th inst. at 11 A.M.
MAARSEILLES, LONDON & ANTWERP	WAKASA MARU	Brit. str.	2 m.	J. B. McMillan	BUTTERFIELD & SWIRE	On 12th inst.
BREMEN, via PORTS OF CALL.	TANTALUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st inst.
HAYRE & HAMBURG	YARIS	Brit. str.	2 m.	H. Block	MELCHERS & CO.	On 13th inst. at Noon.
HAYRE & HAMBURG	SARINIA	Ger. str.	2 m.	Robbennan	HAMBURG-AMERIKA LINIE	On 7th inst.
HAYRE & HAMBURG	SAKOTA	Ger. str.	2 m.	Brehmer	HAMBURG-AMERIKA LINIE	On 14th inst.
HAYRE & HAMBURG	SEGOYA	Ger. str.	2 m.	Forc	HAMBURG-AMERIKA LINIE	On 2nd June.
HAYRE & HAMBURG	STRASSBURG	Ger. str.	2 m.	Madsen	HAMBURG-AMERIKA LINIE	On 16th June.
HAYRE & HAMBURG	SEVIA	Ger. str.	2 m.	Hock	HAMBURG-AMERIKA LINIE	On 30th June.
HAYRE & HAMBURG	NURNEBERG	Ger. str.	2 m.	Jaburg	HAMBURG-AMERIKA LINIE	On 14th July.
TRIESTE, &c., via SINGAPORE, &c.	MARIA VALERIE	Aus. str.	2 m.	Berthelovich	SANDER, WIELER & CO.	On 5th inst. P.M.
NEW YORK, via PORTS OF CALL.	APRIDE	Brit. str.	2 m.		DODWELL & CO. LD.	About 5th inst.
NEW YORK, via SUEZ CANAL	PEMBROKESHIRE	Brit. str.	2 m.		SHEWAN, TOMES & CO.	On or about 15th inst.
NEW YORK, via SUEZ CANAL	HEATHFIELD	Brit. str.	2 m.		ASHHOLD, KARBURG & CO.	On or about 25th inst.
NEW YORK, via SUEZ CANAL	YARIS	Brit. str.	2 m.	von Hoff	HAMBURG-AMERIKA LINIE	On 13th inst.
VANCOUVER, via SHANGHAI, &c.	TARTAR	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 6th inst.
VICTORIA (B.C.) & TACOMA, via JAPAN	EMPERESS OF JAPAN	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 13th inst. at Noon.
VICTORIA (B.C.) & SEATTLE, via SHANGHAI, &c.	HYADES	Brit. str.	2 m.	Geo. Wright	DODWELL & CO. LD.	On 5th inst.
VICTORIA (B.C.) & SEATTLE, via SHANGHAI, &c.	RYOAN MARU	Jap. str.	2 m.	N. Ohno	NIPPON YUSEN KAISHA	On 5th inst. at 4 P.M.
VICTORIA (B.C.) & SEATTLE, via SHANGHAI, &c.	ITO MARU	Jap. str.	2 m.	C. H. Butler	NIPPON YUSEN KAISHA	On 19th inst. at 4 P.M.
VICTORIA (B.C.) & SEATTLE, via SHANGHAI, &c.	AXAX	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th inst.
PORTLAND, OREGON	INDRAPURA	Brit. str.	2 m.	Hollingsworth	PORTLAND & ASTORIA S.S. CO.	On 14th inst.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	2 m.	Helm	GIBB, LIVINGSTON & CO.	On 6th inst. at Noon.
CHEMULPO, DALRY & PORT ARTHUR	MINAR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 30th inst.
MOJI, KOBÉ & YOKOHAMA	SEVIA	Ger. str.	2 m.	Meyer	HAMBURG-AMERIKA LINIE	To-day, at 5 P.M.
MOJI, KOBÉ & YOKOHAMA	BOMBAY MARU	Jap. str.	2 m.	T. Murai	NIPPON YUSEN KAISHA	On 14th inst. at Noon.
MOJI, KOBÉ, MANZANILLA, MEXICO & SAN FRANCISCO	LOTHIAN	Brit. str.	2 m.	Williamson	J. S. V. BURNES	On 21st inst. at Noon.
KOBÉ & YOKOHAMA	TANAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 6th inst.
KOBÉ & YOKOHAMA	KAWACHI MARU	Jap. str.	2 m.	J. S. Thompson	NIPPON YUSEN KAISHA	On 8th inst. at Daylight.
KOBÉ & YOKOHAMA	BINGO MARU	Jap. str.	2 m.	F. Davis	NIPPON YUSEN KAISHA	On 22nd inst. at Daylight.
KOBÉ & YOKOHAMA	KUMANO MARU	Jap. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 20th inst. at Noon.
SHANGHAI, NAGASAKI, HONGKONG & YOKOHAMA	ZETTES	Ger. str.	2 m.	Wilhelmi	MELCHERS & CO.	Quick despatch.
SHANGHAI & TAIKU	WHANGPO	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-day.
SHANGHAI, KOBÉ & YOKOHAMA	BOMBAY	Brit. str.	2 m.	H. S. Bradshaw	P. & O. S. N. Co.	On or about 5th inst.
SHANGHAI & KOBÉ	KALAZIE	Brit. str.	2 m.	Aubert	MESSAGERIES MARITIMES	On or about 5th inst.
SHANGHAI & KOBÉ	YAKETA	Brit. str.	2 m.	W. W. Cooke, R.M.E.	P. & O. S. N. Co.	On or about 8th inst.
SHANGHAI & KOBÉ	DANI MARU	Jap. str.	2 m.	W. B. Palmer, R.M.E.	P. & O. S. N. Co.	About 9th inst.
POOCHOW, via SWATOW & AMOY	ANPING MARU	Jap. str.	2 m.	T. W. Groves	OSAKA SHOSHY KAISHA	To-morrow.
ANPING, via SWATOW & AMOY	MAIDUKU MARU	Jap. str.	2 m.	I. Goto	OSAKA SHOSHY KAISHA	On 6th inst.
SWATOW, AMOY & POOCHOW	HAITAN	Brit. str.	2 m.	T. Saito	OSAKA SHOSHY KAISHA	On 13th inst.
MANILA DIRECT	ZAFIRO	Brit. str.	2 m.	R. Ronch	DODWELL & COMPANY, LIMITED.	To-morrow, at Daylight.
MANILA	ROSETTA MARU	Jap. str.	2 m.	R. Rodger	SHEWAN, TOMES & CO.	To-day, at 10 A.M.
MANILA	SUNGLAND	Brit. str.	2 m.	N. Tate	TOYO KISEN KAISHA	On 5th inst. at 11 A.M.
MANILA	AUSTRALIAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 6th inst.
MANILA	MINAR	Brit. str.	2 m.	Helm	GIBB, LIVINGSTON & CO.	On 6th inst. at Noon.
MANILA	SEVIA	Ger. str.	2 m.	R. W. Almond	SHEWAN, TOMES & CO.	On 9th inst. at 10 A.M.
MANILA	LOTHIAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th inst.
SINGAPORE, PENANG & CALCUTTA	SEVIA	Ger. str.	2 m.	James Young	DAVID MATTHEWS & CO.	To-day, at Noon.
SINGAPORE, PENANG & CALCUTTA	ABDUL AN APAR	Brit. str.	2 m.	E. Pey	DAVID MATTHEWS & CO.	On 7th inst. at Noon.
BOMBAY, via SINGAPORE & PENANG	ISCHIA	Ital. str.	2 m.	Mazzanti	CARLAWITZ & CO. LD.	On 12th inst. at Noon.
BOMBAY, via SINGAPORE & PENANG	KINSHU MARU	Jap. str.	2 m.	F. L. Fyde	NIPPON YUSEN KAISHA	On 12th inst. at Noon.
BOMBAY, via SINGAPORE & COLOMBO	KAGOSHIMA MARU	Jap. str.	2 m.	K. Kori	NIPPON YUSEN KAISHA	On 19th inst. at Noon.

SHIPPING.

ARRIVALS.
May 1, AMARA, British str., 1,565, C. J. Mat-
lock, Southampton 22nd April, Sugar,
JARDINE, MATTHEWS & CO.
May 1, APENWAT, German str., 650, A. P.
Ude up, Halphing and Holbow 30th April,
General—Jensen & Co.
May 1, A. YAMU, Danish str., from Canton.
May 1, CLARA JENSEN, Ger. str., from Canton.
May 1, FUKUKO MARU, Jap. str., R. Kawa,
Moji 24th April, Coal—OSAKA SHOSHY
KAI KA.
May 1, GUTHRIE, British str., 2,225, A. E.
Dabell, Australia and Manila 24th April,
General—GIBB, LIVINGSTON & CO.
May 1, H. J. JENSEN, British str., 1,108, J. S. Ronch,
Kobe 24th April, General—DODWELL
LAPRAIK & CO.
May 1, J. FERRIS, Ant. str., French lugger,
1,740, Rotege, Nov 10th and Oct., Oil—
OILCO.
May 1, PRINCE, Russian str., from Canton.
May 1, ROSETTA MARU, Japanese str., 2,402,
N. Tate, Manila 24th April, General—
TOYO KISEN KAISHA.
May 1, SABINE RICKMERS, British str., 600,
Kobe, Singapore 24th April, Korosue
Oil—OILCO.
May 1, WHANGPO, British str., from Canton.

DEPARTURES.
1st May.
Hitachi Maru, Japanese str., for Singapore.
Hampden, British str., for Amoy.
Fukukou, British str., for Manila.
Wosung, British str., for Swatow.
Zafiro, British str., for Manila.

DEPARTURES.
1st May.
BENLARD, British str., for Canton.
CHORSEN, British str., for Shanghai.
CHOWMAN, British str., for Swatow.
GLENDON, British str., for Amoy.
GLENDON, British str., for Shanghai.
HONGKONG, German str., for Pakhoi.
LONDON, German str., for Shanghai.
LONDON, German str., for Manila.
Pakhoi, British str., for Shanghai.
PETCHABURI, German str., for Swatow.
SABINE RICKMERS, British str., for Canton.
T. R. Norwegian str., for Canton.
UL BRAND, Norwegian str., for Moji.
UNION, Norwegian str., for Singapore.

VESSELS IN DOCK.
1st May.
AMARZEN DOCK—China Japan.
KOWLOON DOCK—Moutana, H.I.G.M.S.
Jaguar, Hyades, Canton River, H.M.S.S.
Algerie and Houma, San Juan, Rajahuri,
U.S.S. Monterey, Daigui Maru, Kinshu,
COSMOPOLITAN DOCK—Rojina Maru.

SHIPPING REPORT.
The British steamer *Cultrix*, from Australia
and Manila 24th April, experienced variable
winds and fine weather throughout. April 30th
passed a small German steamer, 2-masted yellow
funnel, bound S.E., flying Nord. Lloyd house
flag, lat. 20° 52' N., long. 115° 19' E.; wished to be
reported all well.

WING ON STEAMSHIP COMPANY.
HONGKONG-MACAO LINE.
S.S. "CHU KONG" (Captain Mason).

DEPARTURES from Hongkong to Macao
daily at 7 A.M. (Sunday included).
Departures from Macao to Hongkong daily
at 3 P.M. (Sunday included).
This steamer is the fastest and has superior
Cabin accommodation.
FARES:
1st Class \$2.00
2nd 1.00
3rd50
Further Particulars may be obtained at the
Office of the
WING ON STEAMSHIP CO.,
No. 42, Bonham Strand West,
Hongkong, 1st May, 1903. [146]

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship
"SULBERG"
Captain James Young, will be despatched as
above TO-DAY, the 2nd May, at 5 P.M.
For Freight or Passage, apply to
JARDINE, MATTHEWS & CO.,
General Managers.
Hongkong, 27th April, 1903. [1285]

FOR CHEMULPO, DALRY AND PORT ARTHUR.
THE Steamship
"SULBERG"
Captain Meyer, will be despatched for the above
ports TO-DAY, the 2nd May, at 5 P.M.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
General Managers.
Hongkong, 27th April, 1903. [1285]

FOR SWATOW, AMOY AND POOCHOW.
THE Company's Steamship
"HAITAN"
Captain Ronch, will be despatched for the above
ports TO-MORROW, the 3rd May, at Day-
light.
For Freight or Passage, apply to
DODWELL & COMPANY, LIMITED.
Hongkong, 30th April, 1903. [1317]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTES FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAYRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 5th May, 1903, at 11 A.M. the Company's Steamship "YARIS," Captain Negro, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSSHIPMENT.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon only on Monday, the 4th May. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, 28th April, 1903. [12]

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.
(With liberty to call at PHILIPPINE PORTS.)
THE "Shire" Line Steamship
"PEMBROKESHIRE"
will be despatched on or about FRIDAY, the 15th May.
The American Asiatic Steamship Company's "NORMAN ISLES"
will be despatched on or about MONDAY, the 18th May.
For Freight, &c., apply to
SHEWAN, TOMES & CO.,
Agents,
Hongkong, 1st May, 1903. [1187]

NIPPON YUSEN KAISHA

(THE JAPAN-MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
RYOAN MARU	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBÉ and YOKOHAMA.	TUESDAY, 5th May, at 4 P.M.
KAWACHI MARU	KOBÉ and YOKOHAMA.	FRIDAY, 8th May, at DAYLIGHT.
KINSHU MARU	BOMBAY, via SINGAPORE and COLOMBO.	TUESDAY, 12th May, at Noon.
BOMBAY MARU	MOJI, KOBÉ and YOKOHAMA.	FRIDAY, 15th May, at Noon.
WAKASA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 16th May, at DAYLIGHT.
KAGOSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO.	TUESDAY, 19th May, at Noon.
IYO MARU	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBÉ and YOKOHAMA.	TUESDAY, 19th May, at 4 P.M.
KUMANO MARU	NAGASAKI, KOBÉ and YOKOHAMA.	WEDNESDAY, 20th May, at Noon.
BINGO MARU	KOBÉ and YOKOHAMA.	FRIDAY, 22nd May, at DAYLIGHT.

"Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Sampo Railway.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.
A. S. MIHARA, Manager. [9]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).		
STEAMERS.	TONS.	SAILING DATES.
R.M.S. "TARTAR"	4,425 Tons.	WEDNESDAY, 6th May.
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons.	WEDNESDAY, 13th May.
R.M.S. "ATHENIAN"	3,882 Tons.	WEDNESDAY, 27th May.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons.	WEDNESDAY, 3rd June.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons.	WEDNESDAY, 24th June.
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons.	WEDNESDAY, 15th July.
R.M.S. "TARTAR"	4,425 Tons.	WEDNESDAY, 22nd July.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons.	WEDNESDAY, 5th Aug.
R.M.S. "ATHENIAN"	3,882 Tons.	WEDNESDAY, 12th Aug.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons.	WEDNESDAY, 26th Aug.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Fadder Street. [6]

TOYO KISEN KAISHA

MANILA LINE.



REGULAR SERVICE

BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date
"ROSETTA MARU"	N. Tate	2876	Tuesday, 5th May, at 11 A.M.
"ROHILLA MARU"	E. P. Bishop	3369	Tuesday, 12th May, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 30th April, 1903. K. NAKASHIMA, Manager. [43]

NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Captain	Tons	Sailing Date
* HYADES	Geo. Wright	3,753	May 5th
* SHAMMUT	W. M. Smith	3,606	May 21st
* VICTORIA	J. Pantan	3,592	May 29th
* PLEIADES	E. G. Purinton	3,753	May 4th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.
Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.
For further information as to Freight or Passage, apply to
DODWELL & COMPANY, LIMITED, GENERAL MANAGERS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZATIRO	2540	R. Rodger	Manila Direct.	Sat., 2nd May, 10 A.M.
RUBI	2540	R. W. Almond	Manila Direct.	Sat., 9th May, 10 A.M.
PERLA	1980	J. McGinty	Manila Direct.	Sat., 9th May, 10 A.M.

For Freight or Passage, apply to
SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 27th April, 1903. [17]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

POINTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
BAYERN	WEDNESDAY, 13th May
ZIBTEN	WEDNESDAY, 27th May
STUTTGART	THURSDAY, 11th June
ROON	THURSDAY, 25th June
PREUSSEN	THURSDAY, 9th July
HAMBURG	THURSDAY, 23rd July
FRANZ HEINRICH	THURSDAY, 6th August
SACHSEN	THURSDAY, 20th August
* KLAUSCHOU	THURSDAY, 3rd September
BAYERN	THURSDAY, 17th September

* Steamers of the Hamburg-Amerika Linie. + Calling at Amsterdam.

ON WEDNESDAY, the 13th day of May, 1903, at Noon, the Steamship "BAYERN," of the NORDDEUTSCHER LLOYD, Captain H. Bleker, with MAIL, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders, will be granted till Noon on MONDAY, the 11th May. Cargo and Specie will be received on board until 5 P.M. on Tuesday, the 12th May, and Parcels will be received at the Agency's Office until Noon on Tuesday, the 12th May.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.00, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELOHERS & CO., AGENTS.

Hongkong, 2nd May, 1903. [15]

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

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